

Don't Ride the Tubes Again! *(on weekends at least)*

Lucy Gigli, President of **BikeAlameda**, notes "this is a long-awaited service." Another Alameda resident, Jon Spangeler added, "it beats riding through the tube." Bike Ferry captain, Robert Cooper, is "on-board" to help bicyclists promote the new service. "Anything cyclists want to do to make this ferry successful, I'll make that step forward with you so the bikes can roll," said Cooper.

Dock locations:

Mariner Square (behind Chevy's)
Jack London Square

Listen for the ferry horn announcing departure in two-minutes.

ONE-WAY FARE: \$1 for passengers with bicycles (Pedestrians will be charged the Jack London Water Taxi's regular fare of \$5 per trip)

For additional information, contact the Jack London Water Taxi at (510) 839-7572. For comments about the service, contact Barry Bergman in the City of Alameda Public Works Dept. at (510) 749-5916 or bbergman@ci.alameda.ca.us.

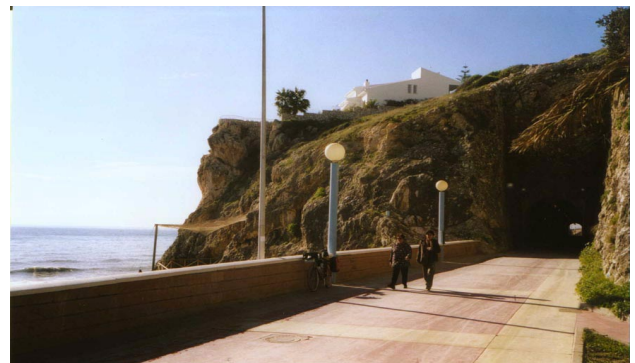


Weekend Alameda-Oakland Bike Ferry service inaugurated. The EBBC and BikeAlameda are working to promote the new ferry slated to offer daily bicycle commuter access on April 1.

SATURDAY AND SUNDAY

Mariner Square Departure	JLS Arrival	JLS Departure	Mariner Square Arrival
11:10am	11:20am	11:30am	11:40am
12:10pm	12:20pm	12:30pm	12:40pm
1:10pm	1:20pm	1:30pm	1:40pm
2:10pm	2:20pm	2:30pm	2:40pm
3:10pm	3:20pm	3:30pm	3:40pm
4:10pm	4:20pm	4:30pm	4:40pm
5:10pm	5:20pm	5:30pm	5:40pm

NEXT MEETING begins at 7:30pm on February 17th (third Tuesday) at Oakland's Rockridge Branch Library, 5366 College Ave, at Manila. Feature Presentation will be "Bicycle Touring through Spain" including the *Cabo de Gata* National Park and the beachfront bike/ped path shown in the photo.



Al Zampa Bridge Bike Path



Following the annual retreat, a group of EBBC members inspect the approach to the Al Zampa Bridge Path from San Pablo Ave.. The structure is taking shape, but lacks guard rails and a barrier. The dedication of the facility will take place during Bike - to-Work week on Saturday, May 22 with Congressman George Miller. Mark your calendars!

Minutes from the EBBC Retreat

Port Costa, January 24-25, 2004

DONATIONS TO ALLIED ORGANIZATIONS

(Action) one change - addTALC contribution. Our donations help our membership understand other good causes. Dave C. suggested bumping up BABC to \$250 (same level as BFBC & BikeAlameda). Dave F. suggested \$100 sponsorship of Greenbelt as it allows EBBC sponsorship logo on jersey (April ride). Ron suggested SFB Chapter/Mike Dailey get recognized by membership in Sierra Club. Dave C suggested \$50 limit. Motion passed; \$2,150 total.

YEAR IN REVIEW - Goals, assessment of accomplishments and on-going challenges. 1. Got \$20 million for SRT (Safe Routes to Transit); 2. CalTrans is working on Project Initiation Document. 3- Wanted to see Contra Costa Countywide BP Plan. We have adopted \$280million CCCountywide Bike plan. \$80 mil unfunded. CCC Bike plan "C". Also: Bike access on West Side of Bay Bridge. Ken suggested an advocacy fund for donations. Recommending model zoning plan to get inside bike parking as a requirement for new construction. We get great suggestions from members for BAC feedback. John Ruzak, former Vice Chair, is responsible for keeping BAC calendar up-to-date.

CALENDAR of Tabling Events: TALC Summit, Cycle Skills, Centuries, Berkeley Bay Festival, Earth Day, Bike-to-Work, Zampa Bridge Path, Lafayette Art & Wine, Hacienda Business Park, Solano Stroll, Dia de los Muertos (Fruitvale).

Treasurers Report: Debbie reported \$18k contributions (incl memb & donations), T-Shirt & book sales Dave Campbell suggested clarifying categories: Individual (membership vs. contributions), shop, affiliated clubs. Robert requested some administrative help - perhaps sharing somebody w/BABC. Somebody to help w/bookkeeping help, to take some of the role of Treasurer. Jennifer suggested we develop "scope of work" document. Cycles of Change youth program account to be re-established. Our 501c(3) helps them - they got \$200k from Measure B fund this year. Huge round of applause for Debbie's very organized contribution of accounting services.

Outreach Affiliated Clubs . Century ride stipend w/ BABC to help fund advocacy . "Burma Shave" signs w/advocacy message, possible rest stop sponsorship w/ticket? Shop Adoption - kit, instructions, shop list Bike/Helmet Stickers groups. Robert is working on getting \$2 added to Grizzly Peak Cyclists membership dues (\$1 to BABC, \$1 to EBBC). Also went to Fremont Freewheelers & Valley Spokesmen. Burma Shave signs along century ride hills. Set a limit for \$300. Motion passed. Bike Shop adoption plan - Jennifer reiterated her earlier presented plan; Adopt-a-shop implementation. Suggestion to include a list of

continued p. 5.

SUPPORTING BUSINESSES

- **Hank & Frank Bicycles** 3377 Mt. Diablo, Lafayette
- **Missing Link** 1988 Shattuck Ave, Berkeley
- **The Pedaler** 3826 San Pablo Dam Rd, El Sobrante
- **Palmer Group** <http://www.bikeparking.com>
- **Cycle City** 1433 High St., Alameda
- **Stone's Cyclery**, 2320 Santa Clara Ave, Alameda
- **Sharp Bicycle**, 969 Moraga Rd., Lafayette
- **Dublin Cyclery**, 7001 Dublin Blvd, Dublin
- **Cycle Sports** 3241 Grand Ave, Oakland
- **REI Berkeley**, Concord, Fremont
- **Wilson Bicycle Sales** <http://www.wilsonbike.com> (whsl)
- **Cycle California! Magazine** <http://www.cyclecalifornia.com>

SHORT REPORTS

UC BERKELEY PARKING - It doesn't take a genius to recognize the need to combat bike theft by installing cost-effective bicycle parking. Convenient bike parking also reduces congestion and costly automobile parking. The Parking & Transportation department received a grant from the Bay Area Air Quality Management District to install secure bike parking facilities, creating approximately 225 bike parking spaces around campus in covered, secure areas. These facilities are now being installed at the RSF Parking Garage, MLK Parking Garage, Bancroft Parking Structure, Boalt Parking Garage, and Evans Hall (Area monitored by security cameras). The secure bike parking will be available to faculty, staff and students for free during a pilot period. The Parking & Transportation department will administer the program. Contact Kira Stoll, Transportation Planner (stoll@uclink.berkeley.edu) (510) 643-9276. Also pick up a copy of UC Berkeley's Rolling Through Berkeley, a guide to campus policies and routes regarding bikes, <http://public-safety.berkeley.edu/documents/livebike.pdf>.

HAYWARD - San Lorenzo Creek Greenway concept meeting will be hosted by the Alameda County Flood Control District (District) and facilitated by the National Park Service's Barbara Rice, representing the Rivers, Trails, and Conservation Assistance (RTCA) Program. This is a kickoff meeting aimed at piecing together a work plan for the project. Monday, 9 February from 10:00 - noon at 951 Turner Court, Room 301, Hayward.

CALIFORNIA BICYCLE COALITION named Paul Dorn as its new executive director. Created in 1994, the California Bicycle Coalition is a 3,000-member 501(c)4 organization, with a related 501(c)3 educational foundation. Dorn succeeds Chris Morfas, who served as executive director of the coalition from 1997 to 2003. "I look forward to increasing the California Bicycle Coalition's influence in state government," said Dorn, 43, a resident of Davis, California. "This is an exciting time to be a bicycle advocate in California. Bicycling is an important part of the solution to many of the challenges confronting California, including traffic congestion, polluted air and water, inequitable mobility, expensive housing, and rising obesity. Please welcome Paul by supporting CBC. For information, see <http://www.calbike.org>.

TRAIL CLOSURES - Contra Costa Water District, the same folks who want to build a new Los Vaqueros dam, will perform their annual canal cleaning, maintenance, and trail blockage project

through March 31. Trail users contend that the CCWD trucks need not park on the path that otherwise serves Concord, Walnut Creek, Pleasant Hill, and Martinez while crews clean and make repairs to the 60-year old canal.

COCOCO MEASURE C renewal workshops are scheduled to hear your responses to the bicycle and pedestrian funding. Please attend to support the TALC/EBBC-sponsored measure recommends 5% for bicycle and pedestrian projects. San Pablo already met on 1/29, but you can speak out at the following:

2/12 - Brentwood 7:30-9:30 p.m.
2/19 - Pleasant Hill 7-9 p.m.
2/26 - Walnut Creek 7-9 p.m.

Locations are available at <http://www.ccta.net/EXTENSION/wkshpflyer.pdf> or by calling (925)256-4722.

EMERYVILLE GREENWAY groundbreaking at 9am on February 9 at the corner of 59th & Doyle Streets. The bikeway along Doyle St will connect the Cities of Oakland and Berkeley, through Emeryville, including a new park and path link to Berkeley and a new ped-bike bridge over the railroad tracks to the Bay Street Project. For details, check out <http://www.bay-streetemeryville.com/residence.htm>.

FREMONT BAY TRAIL connection to Santa Clara County received a nod of approval from the Bicycle Pedestrian Technical Advisory Committee on January 22. The BPTAC voted to put the gap closure on the project list for assignment of a prioritization and seek funds for a feasibility study. Their preferred option is to bridge the flood control channel at a point west of the end of Fremont Boulevard and construct a paved trail along the levy to Dixon Landing Road.

STATE BICYCLE FUNDS were awarded to the following projects: ANTIOCH, \$112,000 for Hillcrest Ave bike lanes; OAKLAND, \$200,000 for the MacArthur Blvd bikeway; BERKELEY & EMERYVILLE, \$500,000 for the Emeryville Greenway.

BIKE FILM FESTIVAL - Don't miss the 8th Annual Bicycle-Friendly Berkeley Coalition's Film Festival! A FUNdraiser for the BFBC. Join fellow pedalers, pedestrians, and other wheeled wonders in celebrating bicycle and human powered movies. Silent Auction, Movies (shorts, feature length, Bikollage), & Music. La Peña, 3105 Shattuck Ave, Berkeley Sunday,

8 February 2004, 4-9pm \$10-\$20 sliding scale fundraiser No one turned away for lack of funds Free valet bike parking

STREET SKILLS FOR CYCLISTS - This is the EBBC's second-year offering of the StreetSkills for Cyclists course in Oakland. It's back by popular demand! Street Skills is based on the League of American Bicyclists (LAB) Road I class. In 2003, both experienced and novice bicyclists were extremely pleased with the course. Plus, everyone had a great time networking with bike-minded friends from the East Bay.

Choose a Lecture Date:
Sat., March 6, 10am-2pm
Wed., March 10, 6-10pm
Thur., April 1, 6-10pm

On-Road Bicycle Riding Session (optional): Saturday, April 3, 9am-4pm Expect to ride 6-miles in Downtown Oakland on a predetermined course with a League of American Bicyclists certified instructor. Course maps and directions from a convenient BART Station will be provided. Pre-registration Required Call (510) 433-RIDE (7433) (Select Option 2 followed by the # key on the telephone)

TALC SUMMIT - Mark your calendar for the 9:30am to 2pm on March 13 for the annual Transportation and Land Use Coalition Summit at Laney College, Oakland. The theme will be "Rewarding Smart Growth, Paying for Sprawl." US Senator Barbara Boxer will be the keynote speaker this year. Let's make sure she sees the EBBC valet parking filled with bikes as she enters the hall. We can positively influence her to help in passing new federal transportation funding with support for routine accommodation by completing all streets for bicyclists and pedestrians. For info on TALC, go to <http://www.transcoalition.org/>.

Expired membership?

Please take a moment to look at the mailing label on the back of your newsletter to find the expiration date of your subscription.

If your subscription is about to expire (or if the label says **expired**), please renew now to keep the EBBC strong!

Is the FRA Trying to Destroy Passenger Rail?

It is an arcane government agency few ever heard of. The Federal Railroad Administration was created in 1966 to set and enforce railway safety standards. And certainly in terms of safety, the FRA has been wildly successful — passenger rail is perhaps the safest mode of transport in the US. But many rail advocates argue that the FRA regulations have not only come at too high a price (by making rail prohibitively expensive) but in many cases are completely nonsensical.

For cyclists, this is a critically important issue as the train/bike combination is a powerful alternative to the automobile and one that has been highly successful in Europe and Japan. By making train travel far too expensive to build and operate, the FRA is limiting transportation options.

The Acela Fiasco

Amtrak's botched attempt at a "high-speed" train is a good case study in the problems caused by the FRA. As originally designed, the Acela was supposed to provide high-speed rail service on the Northeast Corridor (NEC) between Boston, New York, and Washington DC with speeds as high as 150 mph.

In order to procure the world's best "off-the-shelf" train for the least amount of money, Amtrak decided to buy an existing design from a European or Japanese manufacturer, who have decades of experience building and operating high-speed trains. The winner of this competition was a consortium of Bombardier and Alstom (the French TGV builder).

Then, in 1999 with Acela planning fully underway, the FRA pulled the rug out by issuing regulations for high-speed rail service requiring trains to withstand 800,000 pounds force without deformation. The 800,000 figure is an arbitrary number dating back to the 1920's; this mandate has since been increased to 1 million pounds.

The buffering requirement confounded Bombardier. Train weight is of crucial importance as it affects the amount of track wear, noise, and energy costs. To meet the buffering regulation, the train would have to be significantly "bulked-up". The result was a high-speed train nearly twice as heavy as its European counterparts. As such, the Acela has been described variously as a "tank-on-wheels" and a "bank-vault-on-wheels." Indeed, an overweight train like Acela would be banned from the European high speed rail network.

Because the extra weight put so much strain on the train body (which was never designed to handle such

loads) trainsets suffered excessive wheel wear, cracks in the yaw damper, and other problems which can probably never be completely fixed. Whereas the original contract called for trains to run 400,000 miles between equipment failures, the Acela can barely manage 20,000 miles.

Buffering Standards

FRA staffers point out that it is unfair to compare US buffering standards with those in Europe because passenger rail in the US has to contend with more (and heavier) freight traffic.

Like the soccer-Mom who thinks an SUV provides greater safety, the FRA figures collisions are inevitable and heavier is better. And just as an SUV is a hazard to other road users, the same is true with the Acela. Amtrak has complained that the heavier Acela trains would be potentially lethal against lighter commuter trains on the NEC in the event of a collision.

And heavier trains are a lot more expensive to operate, which means higher fares and fewer trains running to fewer places. This in turn means travelers often resort to driving cars, which is 10-100 times more dangerous than rail travel. In other words, even if one accepts the premise that the excessive US buffering standards make train travel safer, they may in fact be counterproductive by diverting potential train riders to automobiles, causing many times more highway fatalities.

Commuter Rail

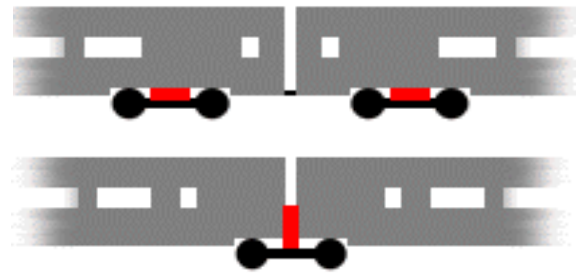
Even when there is zero possibility of a passenger train colliding with a freight train, FRA buffering regulations still apply. These days, there are virtually no freight trains running on the Caltrain line, but Caltrain must still run its overweight, polluting, fuel-gulping dinosaurs because the line connects to the national rail network.

The situation is particularly absurd when one looks at the Long Island Commuter Railroad (LIRR) in New York City, which has no freight traffic and a modern, automatic train control system to prevent collisions. Technically, it is still a freight railroad subject to FRA rules. Thus, the new "M-7" railcars purchased by the New York MTA weigh an astonishing 125,000 lbs — twice the weight of a non-FRA compliant BART car — on the off-chance an LIRR might collide with a 100-ton coal train in Manhattan.

Train Safety in the Rest of the World

European and Japanese rail operators believe the best way to survive a train accident is to simply not have one in the first place. Their design philosophy is to rely on modern signaling and proper maintenance to prevent collisions and derailments.

There are also smarter, better ways to improve accident survivability than just running heavier trains. One ingenious solution is the articulated cars used by the French TGV and Spanish Talgo. Whereas traditional railcars are joined by a simple coupler, an articulated train (as shown in the diagram above) physically connects two railcars to the same "truck" so that they function as a single unit. This not only



The lower train in the diagram is articulated — two cars share the same truck to save weight and increase stability.

saves weight (by eliminating one truck per car) but increases the stability of the trainset. As well, it significantly reduces the chances of the train "jack-knifing" which has been credited with saving lives on a number of occasions.

Implications for the Bay Area

Assuming the state's budget mess can be fixed, the California High Speed Rail Commission (CAHSR) will build a 224 mph Los Angeles-San Francisco rail service. Because it may run on conventional tracks in urban areas, the trains might have to satisfy FRA Tier II rules. Officially, the CAHSR has no problem with the rules, but many question how the system could achieve operational self-sufficiency. An Acela-type train would incur prohibitively high track maintenance and electricity costs.

As well, the FRA rules make it more expensive to implement the eBART DMU extensions currently being studied. A DMU is basically a bus on steel wheels. In Europe there are thousands of low-cost DMUs providing rail service to remote towns and villages, with populations as small as 4000 persons. It would be hard to provide a similar type of service in the US as long as the FRA requires DMUs to lug around tons of deadweight.

Hills and Curves

Here in the mountainous West, the FRA mandates make it impossible to run competitive rail service in hilly terrain. The deadweight necessitates low speed and/or excessive fuel consumption when climbing hills. On heavily-used passenger lines, greater weight reduces the amount of safe "unbalanced superelevation" — i.e. how fast a train can go around curves. Because of the Acela's inability to navigate sharp curves on the New Haven line, a trip on the Acela "Express" from New York to Boston loses 30 minutes compared to best practice in tilt train usage and eliminating that 30 minutes by straightening curves would cost on the order of \$1 billion.

-Eric McCaughrin



At 182 mph, this was the scene of the world's fastest and most spectacular derailment. It occurred on this TGV line in 1992 when, after a period of heavy rains, a sinkhole opened up under the tracks, possibly caused by a trench from World War I. The TGV's articulated design kept the train from jackknifing or leaving the track bed. (Photo: Jean-Marie Hervio / Le Parisien Libéré; see <http://mercurio.iet.unipi.it/tgv/wrecks.html> for more on the TGV accident history.)



The infamous Bourbonnais, IL pile-up occurred when the train struck a truck at a grade-crossing, causing the train to derail and smash into a nearby hopper car. 11 passengers were killed and 122 injured. No TGV passenger car has ever overturned in a grade crossing accident; not even in 1988 when train #736 hit a special road transport weighing 80 tons. And yet, according to the FRA, the TGV is unsafe.

Willow Pass: You Can't Get There From Here

Of the two east-west routes, one is extremely unappealing to all but a handful of bicyclists and the other is an absolute barrier.

Senator Tom Torlakson shared his concerns over the poor access between the East County and Concord in letters to the Contra Costa Board of Supervisors in November (see: January *rideOn*). He called for "completing a regional bike link between the Delta DeAnza Trail and Concord — specifically to the Port

Chicago Highway using Navy mitigation money obtained for bicycle route linkages in this corridor." Imagine replacing the shuttered Naval Weapons facility gates with a bollard to allow bicyclists to pass.

Even the so-called alternate access over Willow Pass remains incomplete. Not only does the existing route require riding on a freeway shoulder, but the path itself is not complete. Torlakson labeled the unpaved path terminus at Willow Pass Road a "hazardous condition" that forces bicyclists to dismount. You can lend your voice to the cause by contacting the board of supervisors in support of opening the Port Chicago Highway and completing the path.

-Robert Raburn



Left: The Delta DeAnza Trail terminates at Willow Pass Road on the Concord side of Willow Pass Grade. Bicyclists must continue to Concord on the freeway shoulder. Right: Gate at the Port Chicago Naval Weapons Depot in Bay Point. The only level connection between the Bay Area and the Central Valley, closed in 1995.

"Retreat" continued p. 2.

shops on web or even sell web advertisement space. Lucy mentioned we may be double-teaming since Alameda is doing a bike shop membership drive. BFBC does similar. Motion to create stickers w/<\$100 budget approved.

Campaigns Prioritized: Complete-the-Streets (i.e. "Good-Roads"), TEA-3, West-Span, Health. Also will be continuing work on Legislation, Regional Funding/ Regional Plan/ Ozone Compliance, Safe Routes to Transit, Measure C in CoCoCo.

Legislation: Proposed amendment to State Constitution: Special Use Tax: By dropping voter approval threshold requirement to 55%, becomes less inclusive. When 2/3 "we're at the table." Amber pointed out that some regions have a hard time getting ANY tax initiative passed.

Orientation: Communications: personal introductions, name badges, business cards, web, hazard forms, email, newsletter, telephone/ voice mail. Meetings: proposed 7pm bimonthly board meetings. Ken suggested plaque for bike-friendly businesses. **East of Hills** map about 5 mo's behind schedule; Barclay given \$15k from EBBC, total cost would be \$30k. We've been reimbursed for \$15k. Alameda County working on online bike path map. One "brush fire" last year was when CHP clamped down on AC Transit for bike access. Created legislation w/ MTC that energized public. Changes to EBBC slogan and letterhead proposed. People have to see EBBC "27 times" before it sinks in. Website completely upgraded by Jennifer. Hazard Reporting - EBRPD & other park jurisdictions have very little liability for their paths. Forward more egregious hazard reports to Chronicle and Commuter Queen column in CC Times. Suggestion to meet for 1/2 hr before every other meeting. Robert said for past 2 yrs we've tried to cut back on Board meetings, so that spills over into membership. Proposal to make Board Meeting start at 7pm every other month. Eric suggested that the agenda be emailed out ahead of the meeting; Friday before meeting it would be sent out by Vice Chair Dave Campbell.

*Respectfully submitted by:
Ian MacDonald.*

Minutes

of the General Meeting of Tues., Nov. 25, 2003, held at the Rockridge Branch of the Oakland Public Library

CHAIR was Craig Hagelin.

MINUTES of previous meeting of Nov 18, 2003, were corrected to say that at the meeting we did not decide upon a fee for the LAB Road One class. However, we later learned that the rules are that there is no fee for the class.

MAP We received the TDA grant money from CoCoCo for the revision of our East-of-the-Hills map. It will only cover about half of the cost of printing the new map.

MAP COMMITTEE will meet at Rabum's home on Sunday, Feb 15, 2004, starting at 9 AM. (Be prepared for a long meeting.)

RETREAT will be this coming Sat & Sun, Jan 24-25, 2004, at the Port Costa School. Details were published in several e-mails sent by Dave Campbell.

ALEX ZUCKERMANN welcomes visitors at the Bellaken Gardens nursing home, 2780 26th Av, Oakland 94601 (510) 536-3085. Bring chocolate with you for Alex.

CO CO TIMES should have an article about bicycling featuring Yehuda Sherman.

BFBC will have its 8th annual Bike Film Fest on Sun, Feb 8, 2004, 4-9 PM at La Pena Cultural Center, 3105 Shattuck Av, Berkeley, near Ashby BART.

L.A.B. ROAD ONE Bicycling Safety Class will

be held in March-April 2004. There will be 3 classroom sessions at the Rockridge Library: Sat, March 6, 10-2, or Wed March 10, 6-10 PM, or Thur, April 1, 6-10 PM. Only one bike riding session on Sat, April 3, 9 AM to 4 PM in Oakland. Contact Ole at bruceolehson@hotmail.com to register, or by phone at (510) 433-RIDE 433-7443, press 2.

TELEGRAPH AVE BIKE LANES IN OAKLAND need our support. We sent post cards and discussed handing out postcards and doing outreach at the MacArthur BART Station after work on Friday, February 6.

LOCAL ELECTIONS will be Tue, March 2, 2004.

REGIONAL MEASURE 2 was endorsed by EBBC, although it was not as good as we would have liked it to be. It will bring \$20 million for Safe Routes to Transit (SR2T) from the \$1 increase in SF Bay bridge tolls.

MTC voted to set aside \$200 million for non-motorized transportation projects but with strings attached.

BOARD ELECTIONS were held. We added Amber Elizabeth Crabbe to the Board. She will work on the bike path on the West Span of the Bay Bridge.

CoCo WATER DISTRICT has a ballot measure to enlarge the Los Vaqueros Reservoir. We voted to oppose the project because the CoCo Water District has not fulfilled promises it made to increase trails and park lands when it last expanded the reservoir.

SB 1087 by bicycle-friendly Nell Soto got our support because it re-authorizes SR2S, Safe Routes to Schools.

U.S. HOUSE BILL 392 by Rep Montanez of L.A. earned our support because it says that to get Federal money from "Safe-T", CalTrans must use "Community Based Planning" and "Environmental Justice" planning.

ZAMPA BRIDGE (the new Carquinez Strait bridge) bike path formal opening is planned for Sat, May 22, 2004.

VASCO ROAD in south-east CoCoCo will be the subject of a letter we will send to the Director of CoCoCo Public Works, advocating bike lanes in the Camino Diablo area.

NEXT MEETING will be 7:30 PM, Tue, Feb 17, 2004, at the Rockridge Library in Oakland on College Av at Manila.

Respectfully submitted by Yehuda Sherman, sec'y.

BAC Calendar

compiled by: John Ruzek

Alameda County Transportation Improvement Authority Mar 11, 5:30 pm, 426 17th Street, Suite 100, Oakland. **Staff:** Rochelle Wheeler, 510-267-6121, RWheeler@acta2002.com.

Albany A Bicycle Advisory Committee is in its formative stages. Contact Preston Jordan at pdjordan@lbl.gov for details.

BART Feb 2, Apr 5, 6 pm MTC, 101 8th Street, Oakland. Bimonthly, first Mondays. **Staff:** Laura Timothy, 510-464-6446; Co-**Chairs** Joe Carroll, JCarroll@lmi.net, Dave Favello, 925-939-9462, DaveVelo@aol.com, - County representatives: Alameda - Raines Cohen 510-337-9427 Raines@raines.com; Contra Costa - Dave Favello, Craig Hagelin 925-937-7610, CHagelin@earthlink.net.

Berkeley Feb 4, Mar 3, 4:00 pm, 2118 Milvia St., 3rd floor, **Staff:** Heath Maddox, (510) 981-7062, HMaddox@ci.berkeley.ca.us; **Chair:** Sarah Syed; EBBC rep. Dave Campbell 510-540-5971 DCampbell@lmi.net.

Brentwood Jan 26, Feb 23, 7:00 pm Parks & Recreation Department 740 3rd St. **Staff:** Janet Hansen, 925-516-5369, JHansen@ci.brentwood.ca.us, Delta Pedalers rep Dave Stoeffler 925-634-1793, Daves@ecis.com.

California Bicycle Advisory Committee (CBAC) Feb 5, Apr 1, 10:00 - 3:00 pm, Meetings held bimonthly in Sacramento at Department of Transportation, Conference Rm 2116, 1120 N Street. CBAC addresses bicycle issues regarding Caltrans facilities, standards and legislation of statewide significance. **Staff:** Ken McGuire, Caltrans, 916-653-2750, Ken_McGuire@dot.ca.gov; **Chair:** Alan Wachtel, CABO, 650-494-1750, Wachtel@aol.com; BABC rep: Josh Hart, (415) 431-2445, Joshua@sfbike.org.

Caltrans District 4 Apr 13, 1:30 pm, 111 Grand Avenue, Oakland (Call Chair to confirm). Meets quarterly to review state highway projects that impact bicycle facilities. **Staff:** Julian Carroll, 510-286-5598, Julian_Carroll@dot.ca.gov; **Chair:** Doug Kimsey, MTC, 510-464-7794, DKimse@mtc.dst.ca.us; EBBC rep Doug Faunt, 510-655-8604, Faunt@netcom.com.

Contra Costa County Meets yearly in late fall to review TDA Article 3 projects. **Staff:** Joe Yee 925-313-2258; **Chair:** John Ruzek, 925-939-5181, John_Ruzek@yahoo.com.

Danville Meets as required. **Staff:** Bryan Welch, 925-314-3313, BWelch@ci.danville.ca.us. **Chair:**

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EBBC Online Resources

NEW LIST SERVE! ebbc-talk@ebbc.org

To keep up with the latest news and happenings, subscribe to the EBBC online mailing list. Mailing lists are a great way to quickly notify lots of EBBC members of important meetings, hearings, etc. Try the **digest** version.

To **subscribe** or **unsubscribe**, go to <http://lists.ebbc.org/listinfo.cgi/ebbc-talk-ebbc.org>, and follow the instructions.

No subscription is needed to **read the list**. (For entries prior to November 17, 2003, see the "Resources" page at www.ebbc.org.)

CONTACT THE EBBC

510 433-RIDE (Info msg)

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Executive Director Robert Raburn
510-530-3444 robertraburn@csi.com

EBBC OFFICERS & BOARDMEMBERS

Chair Craig Hagelin Walnut Creek
Vice Chair Dave Campbell Berkeley
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Leo Dubose Oakland
Bruce Ohlson Pittsburg
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Library Michelle DeRobertis
Membership Coordinator Andrew Rudiak
EBBC Info Line Pat Brown
rideOn Publisher Eric McCaughrin
Webmaster Jennifer Stanley

COALITION PARTNERS

AFFILIATED RIDE CLUBS

Berkeley Bicycle Club
Bicycle Trails Council of the East Bay
Cherry City Cyclists
Delta Pedalers
Diablo Cyclists
Different Spokes
Fremont Freewheelers
Grizzly Peak Cyclists
Hikanbyke
Oakland Yellowjackets
Santa Rosa Cycling Club
Single Cyclists
Strada Sempre Duro
Valley Spokesmen

Bike the Bridge Coalition
CA Association of Bicycling Organizations
California Bicycle Coalition
Greenbelt Alliance
Transportation and Land Use Coalition

COMMUNITY REPS & ADVOCATES

(See Also: BAC Calender & Affiliated Orgs.)
Albany Preston Jordon
Concord Kathy Tate
Contra Costa County John Ruzek
Fremont Michael Graff
Lamorinda Bart Carr
Livermore Amador Valley Trails Council
Martinez Dick Anderson
Pittsburg Bruce "Ole" Ohlson
Pleasant Hill De Capshaw
Pleasanton Robert DeMattei
West CoCoCo Bill Pinkham
-Grassroots "Spokes" people Wanted -
You can help in any of 33 cities in the East Bay,

AFFILIATED ORGANIZATIONS

Bay Area Bicycle Coalitions
Bay Trail Project
BikeAlameda
Bicycle-Friendly Berkeley Coalition

EAST BAY BICYCLE COALITION membership form

Send your tax-deductible donation to EBBC, PO Box 1736, Oakland, CA 94604
For EBBC information & messages, call (510) 433-RIDE (433-7433)

Name
Address
City, State, Zip
Phone/Fax
E-mail Address
Workplace/City
Interests

Membership Type

- Sustaining (\$25)
Half-Century (\$50)
Century (\$100)
Shop/Club (\$40)
Introductory (\$12)
Living Lightly (\$6)

- New
Renewal
Please do not share my name with other mailing lists.

“BAC” continued p. 6.

Sandra Meyers 925-837-5960.

Dublin Meets yearly in late fall to review TDA Article 3 projects

Staff: Ferd del Rosario, 925-833-6630, Ferd.delRosario@ci.Dublin.CA.us.

East Bay Regional Park District (Park Advisory Committee) Feb 23, Mar 22, 7:30 pm, Board Room, 2950 Peralta Oaks Court, Oakland 94605 **Staff:** Ro Aguilar, Legislative Analyst, 510-635-0138 x2006, **Chair:** Henry Losee, 510-276-2271, EBhiker@aol.com.

Emeryville Feb 12, Mar 11, 5:30 pm, 1333 Park Ave **Staff:** Peter Schultze-Allen, 510-596-3728, PSchultze-allen@ci.emeryville.ca.us. **Chair:** Ken Bukowski, Bukowski@earthlink.net.

Fremont Feb 18, Mar 17, 7:00 pm, Niles Room, 39550 Liberty Street, (call to confirm) **Staff:** Rene Dalton, 510-494-4535, RDalton@ci.fremont.ca.us. **Chair:** EBBC rep Michael.Graff@pobox.com.

Lafayette Next date TBD, 3675 Mount Diablo Blvd. Quarterly mtgs, check website, www.ci.lafayette.ca.us, or call staff for date.

Staff: Leah Greenblat, LGreenblat@ci.lafayette.ca.us, 925-299-3229, **Chair:** Bart Carr, Bart_Carr@yahoo.com, 925-299-1664.

Livermore. (BAC being formed.) Call Community Development Department, 925- 960-4500, for further info)

Oakland Feb 19, Mar 18, 3:30 pm at 250 Frank Ogawa Plaza, Suite 4314. **Staff:** Kathryn Hughes 510-238-6493, KHughes@oaklandnet.com; **Chair:** Ron Bishop 510-652-4667, rbishop747@aol.com.

Pittsburg Community Advisory Committee Feb 4, Mar 3, 7:00 pm, City Council Chambers, 65 Civic Ave **EBBC rep:** “Ole” Ohlson, BruceOleOhlson@hotmail.com, (925) 439-5848, **Staff:** Paul Reinders, PREinders@ci.Pittsburg.ca.us, 925-252-4822.

San Leandro (BAC being formed.) Call Anna Vickroy, 510-577-3310, AMVickroy@ci.san-leandro.ca.us, for further info.

Pleasanton Next meeting TBD. **Staff:** Mike Tassano, 925-931-5670

UC Berkeley Refer to www.berkeley.edu/transportation or call staff for next meeting. **Chair** Karl Hans, KHans@uclink4.Berkeley.edu; **EBBC rep:** Rachel Hiatt 510-325-6665 RHiatt@uclink.berkeley.edu, **Staff** Rita Bond, RitaBond@uclink4.berkeley.edu, 510-642-7194.

Walnut Creek Mar 17, 7:30 pm, 111 N. Wiget Lane, at Shadelands Civic Arts Bldg. **Staff:** Mike Vecchio, Community Development, 925-256-3529; Vecchio@ci.walnut-creek.ca.us **Chair** Chuck Kaplan, CKaplan@swinerton.com, **EBBC rep:** Dave Favello, DaveVello@aol.com.

West Contra Costa County Bicycling interests are being addressed by an ad hoc BAC. Contact Robert Raburn at 510-530-3444, RobertRaburn@csi.com, for further info.

Newsletter Notes: *rideOn* is published monthly by the East Bay Bicycle Coalition, a non-profit tax-exempt organization dedicated to promoting bicycling as an everyday means of transportation and recreation. Logo design by Martha McNulty.

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